



Public Rights of Way ADA Transition Plan



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Executive Summary

Title II of the American's with Disabilities Act (ADA) requires all public agencies to develop an ADA Transition Plan. The purpose of this plan is to identify existing barriers to accessibility in city-owned buildings, programs, and services, outline priorities, and develop a schedule to achieve compliance as outlined in the 1990 American's with Disabilities Act. It is important to note that sidewalks and curb ramps have been specifically identified through federal legislation as a basic service and must be included in a city's transition plan.

This document is intended to provide the following:

- An overview of the City's past efforts at achieving ADA compliance in public right of way
- An outline of the process undertaken in 2018 to conduct a complete inventory and assessment of the City's sidewalk network
- Results from this assessment
- A schedule of priorities to remediate any non-compliant sidewalks and curb ramps identified
- A timeline to complete the deficiencies identified in the 2018 inventory and assessment

Public engagement is a critical component to developing a successful ADA Transition Plan. The Accessibility Team, comprised of disability advocates and local partners, meets on the second Friday every other month in conjunction with Team Access, a team of disability advocates with empower: abilities (formerly Southwest Center for Independent Living). This team of individuals has been critical in assisting the City with identifying needs and establishing priorities related to disability issues. The City also participates in the Mayor's Commission on Human Rights by promoting disability awareness and gathering citizen input. Gathering input and communicating results on disability issues will be an ongoing effort from not only the above two committees, but many other partners as well. This will provide a greater opportunity for success of this plan.

According to the 2010 Census Bureau, one in five people - approximately 19 percent of the population in the United States - had a disability in 2010. Disabilities are not always apparent, which is an important realization in being a fully accessible community. The City of Springfield is committed to providing an accessible, barrier-free environment for people with disabilities. This is evident with actions taken by the City to plan for, prioritize, and remediate any past, existing, or future barriers to accessibility as well as the production of this ADA Transition Plan. With this plan and the partnerships developed, Springfield continues to strive toward a barrier free community accessible to people of all abilities.

SECTION I: ADA REQUIREMENTS

a. ADA History - The American's with Disabilities Act (ADA) was signed into law by President George H.W. Bush on July 26, 1990. It was the world's first comprehensive legislation declaring equality for people with a qualifying disability and "ensuring that people with disabilities are given the basic guarantees for which they have worked so long and so hard: independence, freedom of choice, control of their lives, the opportunity to blend fully and equally into the rich mosaic of the American mainstream."ⁱ A qualifying disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or records of having such impairment, or a person who is regarded as having such impairment. The ADA is divided into Five Titles:

- i. Title I – Employment
- ii. Title II – Public Services (State and Local Governments)
- iii. Title III – Public Accommodations (Commercial Facilities)
- iv. Title IV – Telecommunications
- v. Title V – Miscellaneous Provisions

Title II governs buildings, facilities, programs and services for local governments.

b. Self-Evaluation Requirements – Per 28 CFR 35.105 the City of Springfield is required to do the following:

(a) A public entity shall, within one year of the effective date of this part, evaluate its current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications.

(b) A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments.

(c) A public entity that employs 50 or more persons shall, for at least three years following completion of the self-evaluation, maintain on file and make available for public inspection:

- (1) A list of the interested persons consulted;
- (2) A description of areas examined, and any problems identified; and
- (3) A description of any modifications made.

(d) If a public entity has already complied with the self-evaluation requirement of a regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this section shall apply only to those policies and practices that were not included in the previous self-evaluation.

c. Transition Plan Requirements – Per 28 CFR 35.150(d) the City of Springfield is required to do the following:

(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) The plan shall, at a minimum—

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

(4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.

d. Designation of Responsible Employee & Grievance Procedure Requirements – Per 28 CFR 35.107 the City of Springfield is required to do the following:

(a) *Designation of responsible employee.* A public entity that employs 50 or more persons shall designate at least one employee to coordinate its efforts to comply with and carry out its responsibilities under this part, including any investigation of any complaint communicated to it alleging its noncompliance with this part or alleging any actions that would be prohibited by this part. The public entity shall make available to

all interested individuals the name, office address, and telephone number of the employee or employees designated pursuant to this paragraph.

The designated person in responsible charge of implementing the City of Springfield's Public Rights of Way ADA Transition Plan is:

Dawne Gardner, AICP
Transportation Planner/ADA Coordinator
Department of Public Works – Traffic Operations
City of Springfield
417-864-1863
dgardner@springfieldmo.gov

(b) *Complaint procedure.* A public entity that employs 50 or more persons shall adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by this part.

The City of Springfield's grievance procedure is attached to this plan as Appendix A.

e. Public Notice about ADA Requirements – Per 28 CFR 35.106 the City of Springfield is required to do the following:

A public entity shall make available to applicants, participants, beneficiaries, and other interested persons information regarding the provisions of this part and its applicability to the services, programs, or activities of the public entity, and make such information available to them in such manner as the head of the entity finds necessary to apprise such persons of the protections against discrimination assured them by the Act and this part.

The City of Springfield's Public Notice is attached to this plan as Appendix B.

SECTION II: ADA COMPLIANCE EFFORTS

The City of Springfield past compliance efforts include the following:

a. Effective Communication – The City of Springfield's website, <https://www.springfieldmo.gov>, is hosted by a company called CivicPlus, which builds and hosts hundreds of government websites around the world.

CivicPlus websites are built to be compliant to ADA (Section 508) and WCAG 2.0 A and AA levels. This means that when a website launches, the company guarantees that they deliver a site that meets these levels. CivicPlus' website content and design teams train to deliver accessible websites. They use the four WCAG principles to build our content and designs:

- Perceivable
- Operable

- Understandable
- Robust

CivicPlus ensures that any new accessibility regulations that require code changes are done automatically.

Regulations are updated at least annually by the W3C (World Wide Web Consortium), an organization that publishes the WCAG guidelines, and intermittently by the U.S. legislative system, which updates the Section 508 regulations. CivicPlus' product team closely follows these regulations and provides regular updates to clients via our CivicPlus website, blog articles, webinars, and other publications. They also update CivicPlus best practices to ensure that we continue to build sites that are up-to-date with the latest compliance regulations.

City of Springfield website contributors use best practices to keep website content and design elements accessible and up-to-date with the latest ADA/WCAG standards. A few examples of this are the inclusion of alternative text when uploading pictures, writing content with a screen reader in mind, and complete a full-site review with a checklist provided by CivicPlus.

b. Public Rights of Way – The City of Springfield conducted self-evaluations on its sidewalk and curb ramp infrastructure in 1995, 2005 and 2008. From those evaluations, a Sidewalk Concrete Maintenance Plan was developed to prioritize sidewalk and curb ramp repairs. This plan set forth the internal policy under which the City of Springfield performs inspections, responds to service requests, and prioritizes sidewalk/curb ramp repair in public right of way, addressing any ADA deficiencies as a top priority. This document was used as a benchmark to develop the public rights of way portion of the ADA Transition Plan. The Sidewalk Concrete Maintenance Plan will be revised to reflect current processes developed as a result of the new sidewalk inventory/assessment and will be utilized as policy for the City's sidewalk and curb ramp repair, construction, and inspection.

In 2013, the Public Works Department adopted the Public Rights of Way Accessibility Guidelines (PROWAG), published by the United States Access Board, as their standard for sidewalk construction. All new and modified sidewalk and curb ramps in public right of way must meet these standards to the maximum extent feasible.

SECTION III: SELF-EVALUATION & TRANSITION PLAN PROCESS

a. Self-Evaluation - The City of Springfield contracted with Infrastructure Management Services (IMS) in July 2017 to conduct an inventory and condition assessment of the City's sidewalks and curb ramps located in public right of way under the City's jurisdiction. IMS utilized a sidewalk surface tester (SST) that was specifically developed for sidewalk and curb ramp surveys and assessment. The SST is a mobile ATV mounted with computer hardware and software designed to collect data as it travels along the surface of pedestrian facilities. The type and extent of the data collected was customized by IMS to meet the specifications of the City of Springfield. Examples of critical elements captured are ramp type, material, visual condition, cross slope,

running slope, tripping hazards, detectable warnings, and obstructions. Sidewalk segments are defined as block to block. Each curb ramp has its own identification. The results of this data show the condition of existing pedestrian facilities under City jurisdiction and pinpoint any locations that do not meet ADA minimum standards. These non-compliant areas will then be scheduled for repair based on priorities defined by the Accessibility Team, the City, and public input.

Summarized results of the inventory and assessment are highlighted below:

1) **Sidewalks** – The survey indicated the City owns and maintains 640 miles of sidewalk. The results of the assessment are included as Appendix C and show the City’s sidewalk condition as follows:

- A majority of the City’s sidewalks, 68%, fall into the “fair” to “very good” category
 - 18% - “Very Good”
 - 22% - “Good”
 - 28% - “Fair”
- 32% of the City’s sidewalks fall into the “marginal to very poor” category
 - 15% - “Marginal”
 - 9% - “Poor”
 - 8% - “Very Poor”

The goal of the City is for sidewalks to fall into the “good” or “very good” categories. It is important to note that a sidewalk segment can be rated as in “good” or “very good” condition yet still have an element of ADA non-compliance. If this scenario occurs, the ADA non-compliant element is identified in the detailed data results and will be prioritized for repair.

2) **Curb Ramps** – The survey indicated that the City maintains 10,297 curb ramps. Appendix D reflects the compliancy results from the curb ramp assessment as follows:

- 3,080 curb ramps that are ADA Compliant to existing standards
- 1,157 curb ramps that are ADA Compliant, but to an older standard
- 2,203 curb ramps that are partially compliant
- 499 locations where curb ramps do not exist where one should
- 1,934 curb ramps are not compliant
- 1,401 lay down ramps (a gentle incline sloping into a very low volume traffic crossing, i.e. alley)

3) **Traffic Signals & Pedestrian Crossings** – The City’s Traffic/Pedestrian Signal inventory was not included in the IMS inventory and assessment project. It is consistently maintained by the Traffic Management Center of the City of Springfield. Currently, the City operates and maintains 142 traffic signals. Appendix E reflects the existing inventory with audible and standard pedestrian signals, as well as the year for any planned conversions from standard to audible signals. The City’s current policy is to replace standard pedestrian signals to audible signals as funding is received through the 1/4-cent Capital Improvement Sales Tax and 1/8-cent Transportation Sales Tax programs, or by specific request as funding allows. The pedestrian signals, shown in Appendix E as scheduled for replacement through 2021, reflect approved funding based on the most recent sales tax measures passed by a vote of the

citizens of Springfield. Any new pedestrian signals installed within the City limits of the City of Springfield under the City's jurisdiction are audible.

b. Public Involvement – The City worked closely with the Accessibility Team, defined in the Executive Summary, that met on several occasions over the development of the ADA Transition Plan. Their input was vital in obtaining information regarding barriers to accessibility in the public right of way, priorities, and activity centers, as well as assistance in preparing the implementation schedule.

The City will begin gathering public input on the ADA Transition Plan on June 26, 2019 in conjunction with the Mayor's Commission on Human Rights and Community Relations Public Forum meeting. All public meetings are advertised through regular media, social media, and the City's website. Comment cards are made available for any individual to fill out and submit. These comment cards, as well as the ADA Transition Plan are made available on the City's website for individuals unable to attend any event or public meeting focused on gathering input. A timeline of all events to gather public input are scheduled as follows:

- **June 26, 2019** – PUBLIC INPUT KICKOFF - Mayor's Commission on Human Rights and Community Relations Public Forum, Location: empower: abilities, Time: 5:30 p.m. – 7:00 p.m.
- **July 16, 2019** – Public Meeting (Library Station) - Tentative
- **August 9-10, 2019** – Table at the Route 66 Festival
- **July 25-August 3, 2019** – Ozark Empire Fair (Tentative. May not be logistically possible)
- **August 23, 2019** – Public Meeting (Transit Facility) - Tentative

The Public Comment period ends on August 30, 2019. All comments will be reviewed, and the transition plan revised based on comments received. Presentation with consideration of adoption of the Public Rights of Way ADA Transition Plan to City Council will take place prior to the end of calendar year 2019.

c. Staff Training – The City encourages continuing education efforts for staff to remain knowledgeable of current ADA regulations, guidelines, issues, and best practices. ADA webinars, provided by the United States Access Board or Regional ADA Centers, are broadcast as they become available. Staff is invited and encouraged to attend. Every two to three years, the City provides PROWAG training for City staff, as well as consultants and contractors that work on public right of way projects. Because the City recognizes that accessibility goes beyond our City boundaries, we invite other local government agencies to participate in this training.

The City also partners with Team Access from Empower: abilities, a local disability advocacy center. Members of this group are always willing to work with the City on solutions to difficult accessibility issues, so they can be addressed on a local level.

The ADA Coordinator is also available to answer any ADA related questions.

d. Funding Sources – Based on the results of the 2018 sidewalk assessment, the total cost to bring all sidewalk and curb ramp deficiencies up to current ADA compliance is approximately \$30 million. The City of Springfield currently has the following sources of funding available to address these deficiencies:

- 1/4-Cent Capital Improvement Sales Tax
- 1/8-Cent Capital Improvement Sales Tax
- Transportation Fund

Periodically, federal funding becomes available that can be utilized to construct new sidewalk or address existing ADA issues in public right of way. This funding can be competitive or non-competitive regionally, statewide, or nationwide and requires a local match. These funding programs are as follows:

- Federal Highway Administration – Transportation Alternative Program (competitive)
- Federal Highway Administration – Surface Transportation Program (non-competitive)
- Department of Housing and Urban Development – Community Development Block Grant

The City has begun discussions regarding opportunities for funding non-compliant sidewalk repairs. These discussions are intended to produce results that will be incorporated as part of the City's Comprehensive Plan update, which is currently underway. There are a variety of funding sources that other comparable cities utilize to replace non-compliant sidewalk and curb ramps that could be made available to the City but will require changes to city code or a vote of the citizens of Springfield. They are as follows:

- Require any new development/redevelopment to bring sidewalks and curb ramps into current ADA compliance along their property frontage as part of their building permit requirements.
- Request a portion of sales tax revenue be dedicated to funding projects that bring sidewalks and curb ramps into current ADA compliance.

e. Prioritization & Implementation – For Geographical Information purposes, the City of Springfield divides the municipal boundaries into map grids. An example is attached as Appendix F.

The implementation schedule is attached as Appendix G. It was developed as a direct result of conversations between City staff and the Accessibility Team. Each fiscal year reflects map grids that non-compliant infrastructure will be repaired or rehabilitated based on activity centers, pedestrian activity, and the number of missing curb ramps. It is difficult to manage efficiency when scheduling projects by priority ranking when there is such a large area of infrastructure. Rankings fell all over the entire map with no real consistent grids in close proximity to each other. For example, map grid U-21 ranked as the first priority area and map grid Q-24 ranked as second

priority. These two grids are not located in proximity to each other. Creating a schedule based on priority rankings resulted in an implementation plan that would have caused mobilizing in multiple locations of the city throughout each year, resulting in a costly and less time-efficient transition plan. Appendix G reflects the schedule the City will use for the first fiscal year then re-evaluate on an annual basis to determine if a different approach should be taken.

It is important to note that this schedule does not include any emergency requests submitted by citizens during the calendar year curb ramps that are required to be addressed when roadway alterations take place, or projects that may occur over the course of a year due to grants or one-time funding that the City may receive.

f. Monitoring & Reporting – The City is currently transitioning into an update of their permitting/asset management system called INFOR. This system contains the City’s sidewalk and curb ramp data. Previous sidewalk inventory data was downloaded into this system, however, due to constraints within the system and internal processes, this data was not updated as pedestrian facilities were reconstructed or repaired to meet ADA guidelines. Therefore, the data collected served as a snapshot in time rather than a working inventory. With new system updates and new internal processes outlined in the future sidewalk plan discussed in Section II-b, data will be collected at the time of final inspection and/or maintenance and entered into the system as projects or work orders are completed. The ADA Coordinator will monitor this process to ensure that the City has a working and up to date inventory.

A progress report on the ADA Transition Plan will be completed at the end of each fiscal year. This report will be available for review by the public.

This City of Springfield Public Rights of Way ADA Transition Plan is a living document that will be reviewed on an annual basis. The project schedule could be revised based on each review and a determination of changing priorities, funding levels, resources, efficiency, or any other factor that can affect the timely completion of this plan.



Appendix A

Grievance Procedure Under The Americans with Disabilities Act of 1990

This grievance procedure is established to meet the requirements of the ADA. It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Springfield. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number, email address of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted as soon as possible, preferably within 60 calendar days of the alleged violation to:

Dawne Gardner, AICP
Transportation Planner/ADA Coordinator
840 N. Boonville
Springfield, MO 65802
417.864.1863
dgardner@springfieldmo.gov

Within 15 calendar days after receipt of the complaint, the ADA Coordinator will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator will respond in writing, and where appropriate, in format that is accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Springfield and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator does not satisfactorily resolve the issue, the complainant may appeal the decision within 15 calendar days after receipt of the response to the City Manager or designee.

Within 15 calendar days after receipt of the appeal, the City Manager or designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or designee will respond in writing, and, where appropriate, in a format that is accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or designee, appeals to the City Manager or designee, and responses from these two offices will be retained by the City of Springfield for at least three years.



Appendix B

Notice Under the Americans With Disabilities Act City of Springfield, MO

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”), the **City of Springfield** will not discriminate against qualified individuals with disabilities on the bases of disability in its services, programs, or activities.

Employment: The **City of Springfield** does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title 1 of the ADA.

Effective Communication: The **City of Springfield** will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the **City of Springfield’s** programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

Modifications to Policies and Procedures: The **City of Springfield** will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals as defined by the ADA are welcomed in the **City of Springfield** offices, even where pets are generally prohibited.

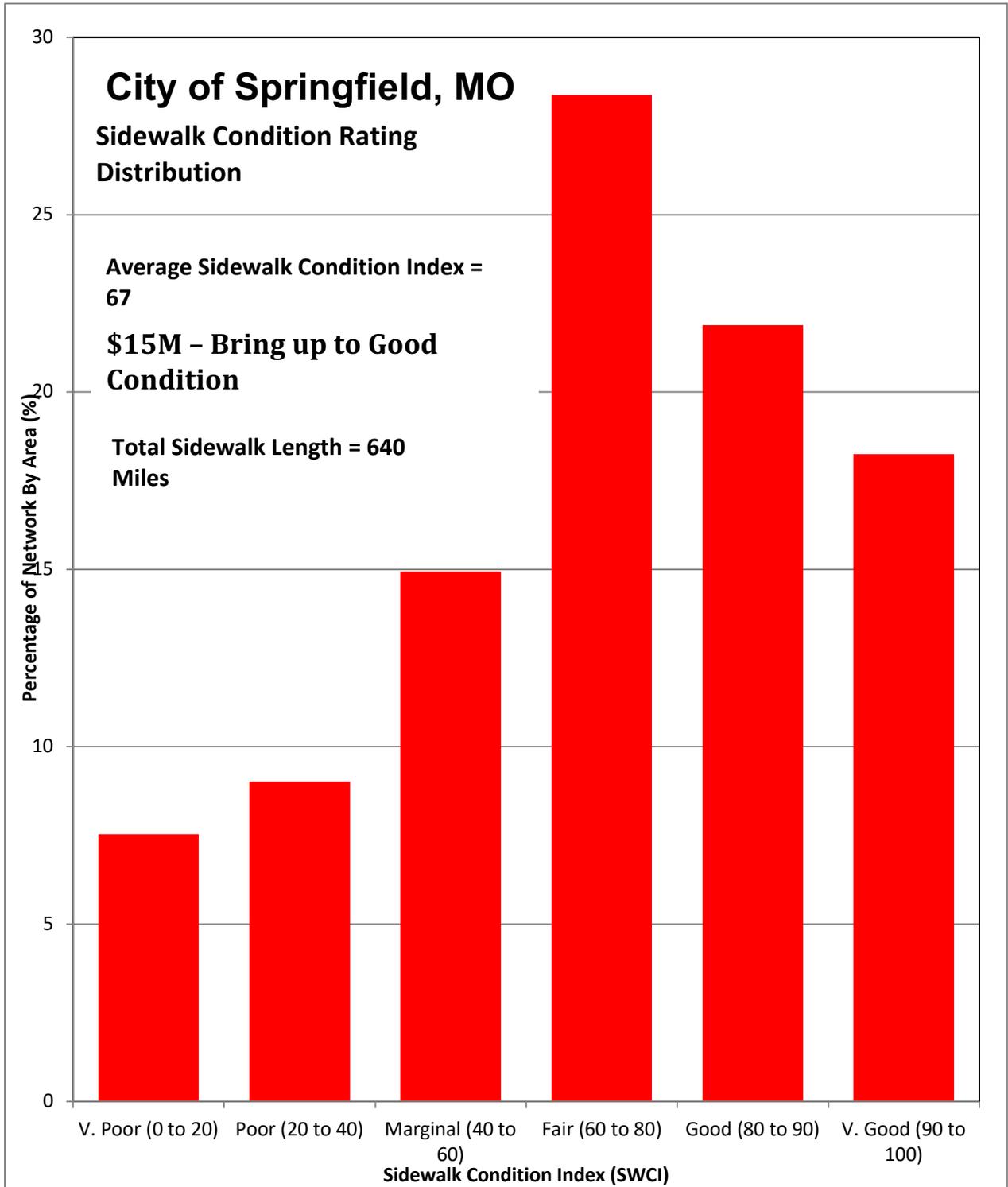
Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the **City of Springfield**, should contact the office of **Dawne Gardner, ADA Coordinator** by email at dgardner@springfieldmo.gov or by phone at **417-864-1863** as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the **City of Springfield** to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the **City of Springfield** is not accessible to persons with disabilities should be directed to **the ADA Coordinator named above.**

The **City of Springfield** will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

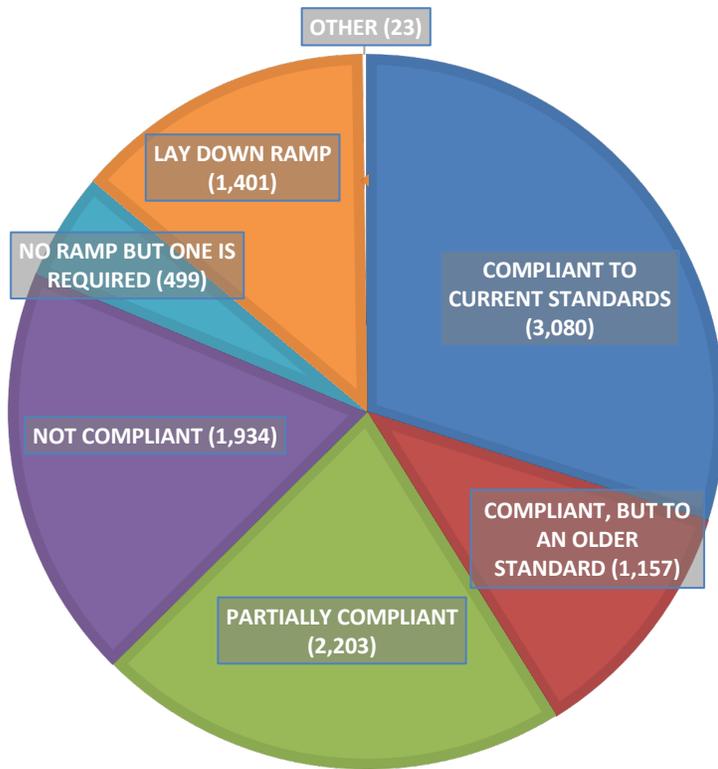
Appendix C



Appendix D

CITY OF SPRINGFIELD, MO ADA RAMP BY TYPE (COUNT)

- COMPLIANT TO CURRENT STANDARDS
- COMPLIANT, BUT TO AN OLDER STANDARD
- PARTIALLY COMPLIANT
- NOT COMPLIANT
- NO RAMP BUT ONE IS REQUIRED
- LAY DOWN RAMP
- OTHER



Total Ramp Count = 10,297

Total Ramp Rehabilitation Costs to Comply with ADA = \$15M

Appendix E

City of Springfield Traffic/Pedestrian Signal Inventory

ID	INTERSECTION	Signal Type
SIG 035	Battlefield & Carver School (County)	None
SIG 041	Battlefield & Delaware	Standard
SIG 043	Battlefield & Fort	Standard
SIG 045	Battlefield & Fremont	Standard
SIG 034	Battlefield & Golden	Standard
SIG 075	Battlefield & Ingram Mill	Audible
SIG 076	Battlefield & Jefferson	Standard
SIG 120	Battlefield & Kansas Ave	Standard
SIG 093	Battlefield & Kimbrough	None
SIG 111	Battlefield & Lone Pine	Standard
SIG 113	Battlefield & Luster	Standard
SIG 118	Battlefield & Moulder	Audible
SIG 119	Battlefield & National	Audible
SIG 167	Battlefield & Scenic	Standard
SIG 181	Battlefield & Venture	Standard
SIG 214	Battlefield & Woodstock	Audible
SIG 158	Bennett & Oak Grove	Standard
SIG 187	Benton & Lynn	Standard
SIG 210	Boonville & Pipkin Ped	Standard
SIG 052	Campbell & Bass Pro	Standard
SIG 030	Campbell & Battlefield	Audible
SIG 191	Campbell & Bennett	Standard
SIG 050	Campbell & Broadmoor	Standard
SIG 005	Campbell & Cherokee	Standard
SIG 029	Campbell & College	Audible
SIG 024	Campbell & McDaniel	Audible
SIG 031	Campbell & Olive	Audible
SIG 008	Campbell & Primrose	Audible
SIG 032	Campbell & Sunset	Standard
SIG 033	Campbell & Walnut	Audible
SIG 012	Campbell & Walnut Lawn	Standard
SIG 007	Central & Benton	Standard
SIG 011	Central & Boonville	None
SIG 182	Central & Drury	Standard
SIG 077	Central & Jefferson	None
SIG 002	Cherry & Barnes	Standard
SIG 160	Cherry & Oak Grove	Standard
SIG 009	Division & Benton	Standard
SIG 015	Division & Boonville	Standard
SIG 025	Division & Campbell	Audible
SIG 038	Division & Cedarbrook	None

Legend	
Currently Audible	
Replace 2019	
Replace 2020	
Replace 2021	

City of Springfield Traffic/Pedestrian Signal Inventory

ID	INTERSECTION	Signal Type
SIG 212	Division & Fremont Ped	Standard
SIG 063	Division & Grant	Standard
SIG 064	Division & Packer	Standard
SIG 165	Division & Robberson	Standard
SIG 205	Division & Sherman	Standard
SIG 209	Division & Washington	Standard
SIG 193	Division & Weaver Ped	Standard
SIG 171	E Trafficway & John Q Hammons	Standard
SIG 047	Fremont & Cherokee	Audible
SIG 060	Fremont & Independence N	Standard
SIG 056	Fremont & Independence S	Standard
SIG 049	Fremont & Mall W Access	Audible
SIG 053	Fremont & Seminole	Standard
SIG 027	Grand & Campbell	Audible
SIG 044	Grand & Fort	Standard
SIG 048	Grand & Fremont	Standard
SIG 065	Grand & Grant	Standard
SIG 098	Grand & Holland	Standard
SIG 081	Grand & Jefferson	Standard
SIG 168	Grand & John Q Hammons	Audible
SIG 099	Grand & Kimbrough	Audible
SIG 108	Grand & Kings	Standard
SIG 057	Grant & Atlantic	Standard
SIG 059	Grant & College	Audible
SIG 061	Grant & Commercial	Standard
SIG 067	Grant & High	Standard
SIG 068	Grant & JFK Stadium Ped	Standard
SIG 069	Grant & Mt Vernon	Standard
SIG 071	Grant & Nichols	Standard
SIG 072	Grant & Norton	Audible
SIG 197	Grant & Portland	Standard
SIG 199	Grant & Talmage	Standard
SIG 073	Grant & Walnut	Audible
SIG 083	Jefferson & McDaniel	Standard
SIG 085	Jefferson & Olive	Audible
SIG 087	Jefferson & Walnut	Standard
SIG 088	Jefferson & Walnut Lawn	Standard
SIG 095	Kimbrough & Cherry	Audible
SIG 097	Kimbrough & Elm	Standard
SIG 100	Kimbrough & Madison	Standard
SIG 103	Kimbrough & St Louis	None

City of Springfield Traffic/Pedestrian Signal Inventory

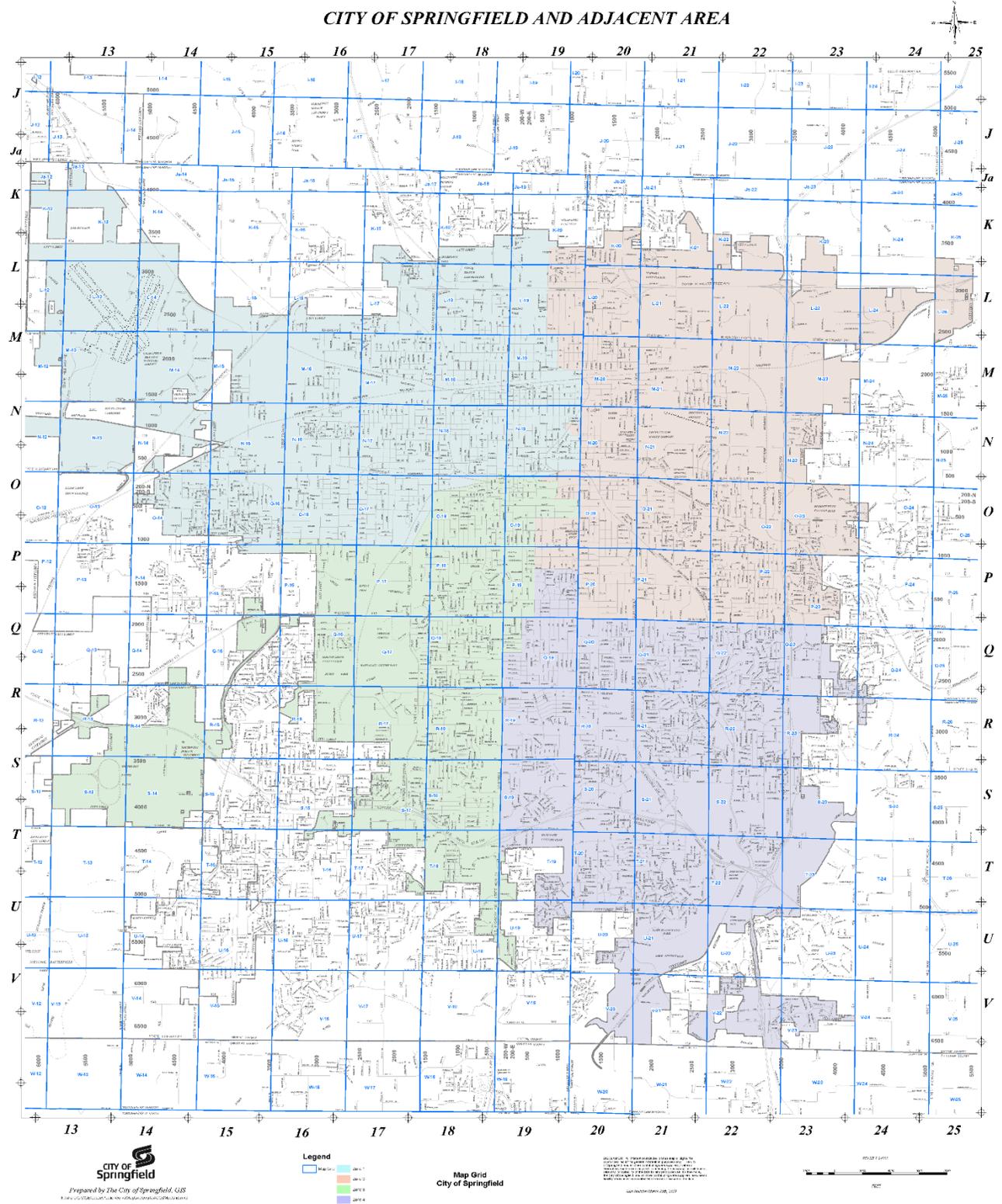
ID	INTERSECTION	Signal Type
SIG 105	Kimbrough & Trafficway	Standard
SIG 107	Kimbrough & Walnut	Audible
SIG 128	National & Bear Blvd	Audible
SIG 121	National & Bennett	Audible
SIG 125	National & Cherokee	Standard
SIG 127	National & Cherry	Audible
SIG 129	National & Commercial	Standard
SIG 131	National & Dale	Standard
SIG 133	National & Division	Standard
SIG 135	National & Elm	Standard
SIG 137	National & Grand	Audible
SIG 152	National & Lakewood	Standard
SIG 138	National & Montclair	Standard
SIG 146	National & MSU Ped	Audible
SIG 139	National & Norton	Standard
SIG 154	National & Plainview (County)	Standard
SIG 143	National & Primrose	Audible
SIG 219	National & Pythian	Audible
SIG 145	National & Seminole	Standard
SIG 149	National & St Louis	Standard
SIG 147	National & Sunset	Standard
SIG 151	National & Trafficway	Audible
SIG 130	National & Turner	Standard
SIG 153	National & Walnut	Standard
SIG 155	National & Walnut Lawn	Audible
SIG 156	National & Weaver	Standard
SIG 157	National & Woodland	Audible
SIG 203	Nichols & West York Ped	Standard
SIG 178	Primrose & Delaware	Standard
SIG 051	Primrose & Fremont	Standard
SIG 180	Primrose & Harvard	Standard
SIG 086	Primrose & Jefferson	Standard
SIG 109	Primrose & Kings	Audible
SIG 062	Republic & Broadway	Audible
SIG 036	Republic & Charleston	Standard
SIG 042	Republic & Chase	Standard
SIG 037	Republic & Cox	Standard
SIG 136	Republic & Fremont	Standard
SIG 054	Republic & Golden	Audible
SIG 039	Republic & Kansas Expy	Standard
SIG 144	Republic & National	Audible

City of Springfield Traffic/Pedestrian Signal Inventory

ID	INTERSECTION	Signal Type
SIG 040	Republic & Scenic	Standard
SIG 213	Riverbluff & Mercy	Audible
SIG 110	Scenic & Grand	Standard
SIG 164	Scenic & Mount Vernon	Standard
SIG 169	St Louis & John Q Hammons	Standard
SIG 046	Sunset & Fort	Standard
SIG 055	Sunset & Fremont	Standard
SIG 200	Sunset & HAWK	Audible
SIG 074	Sunset & Ingram Mill	Standard
SIG 058	Sunset & Jefferson	Standard
SIG 179	Sunset & Mall Entrance	Standard
SIG 018	Sunshine & Campbell	Standard
SIG 014	Sunshine & Fort	Standard
SIG 028	Sunshine & Fremont	Standard
SIG 016	Sunshine & Grant	Standard
SIG 020	Sunshine & Jefferson	Standard
SIG 022	Sunshine & Kimbrough	Audible
SIG 026	Sunshine & National	Standard
SIG 089	Walnut Lawn & Kansas Ave	Standard

Appendix F

CITY OF SPRINGFIELD AND ADJACENT AREA



Appendix G

City of Springfield Sidewalk/Curb Ramp Rehabilitation Schedule (By Map Grid)	S I D E W A L K R A M P P R I O R I T Y										C o m b i n e d P r o j e c t R a n g i n g t h	S i d e w a l k L e n g t h	M i s s i o n s R a m p C o u n t	S / W R a h a b C o s t	O b s t r u c t i o n R e m o v a l C o s t	S / W R e h a b C o s t	R a m p R e h a b C o s t	T o t a l P r o j e c t R e h a b C o s t
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YEAR 1 (FY 2020-2021)

M-18	46.52	49.14	48.1	43	70,850	273	45	269,610	31,300	300,910	434,150	735,060
M-19	51.30	37.32	45.5	49	90,788	352	46	530,380	97,075	627,455	446,770	1,074,225
TOTAL											\$1,809,285	

YEAR 2 (FY 2021-2022)

M-19	56.24	52.79	54.2	33	64,072	291	62	319,810	35,625	355,435	527,325	882,760
M-20	52.20	60.80	56.7	28	89,106	271	18	366,550	100,075	466,625	510,620	977,245
TOTAL											\$1,860,005	

YEAR 3 (FY 2022-2023)

N-18	53.13	67.76	60.6	21	46,132	192	16	335,820	15,650	351,470	362,590	714,060
N-19	51.86	44.48	47.7	44	90,691	307	21	309,410	31,950	341,360	448,925	790,285
N-19	39.73	36.86	38.1	69	34,168	173	9	146,440	13,525	159,965	202,425	362,390
TOTAL											\$1,866,735	

YEAR 4 (FY 2023-2024)

O-18	45.09	34.81	40.4	63	86,035	317	19	453,210	51,000	504,210	417,940	922,150
O-18	57.37	35.99	50.1	41	73,573	246	17	556,160	80,700	636,860	330,885	967,745
TOTAL											\$1,889,895	

YEAR 5 (FY 2024-2025)

O-19	42.58	39.71	41.0	61	73,169	250	20	284,150	23,125	307,275	385,005	692,280
O-19	63.91	30.86	46.6	46	75,815	326	6	367,970	18,025	385,995	424,005	810,000
TOTAL											\$1,502,280	

City of Springfield
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Map Grid	SIDEWALK	RAMP	Combined Project	Sidewalk	Miscellaneous	S/W	Obstruction Removal	S/W	Ramp Rehabilitation	Total Project Rehabilitation Cost		
O-20	50.23	42.48	46.3	47	100,639	284	33	412,460	31,625	444,085	454,425	898,510
O-21	39.22	49.85	45.3	51	36,819	98	2	95,310	9,650	104,960	138,210	243,170
O-22	33.66	26.95	30.8	76	15,666	34	2	48,270	2,175	50,445	38,750	89,195
O-23	45.77	71.39	57.7	24	10,470	20	0	35,720	300	36,020	31,250	67,270
O-24	0.00	0.00	0.0	101	0	0	0	0	0	0	0	0
P-16	79.77	48.67	70.1	7	5,421	8	1	31,700	2,575	34,275	15,625	49,900
P-17	52.35	36.97	43.8	55	27,237	75	1	82,070	9,325	91,395	116,305	207,700
TOTAL										\$1,555,745		

YEAR 6 (FY 2025-2026)

O-20	50.23	42.48	46.3	47	100,639	284	33	412,460	31,625	444,085	454,425	898,510
O-21	39.22	49.85	45.3	51	36,819	98	2	95,310	9,650	104,960	138,210	243,170
O-22	33.66	26.95	30.8	76	15,666	34	2	48,270	2,175	50,445	38,750	89,195
O-23	45.77	71.39	57.7	24	10,470	20	0	35,720	300	36,020	31,250	67,270
O-24	0.00	0.00	0.0	101	0	0	0	0	0	0	0	0
P-16	79.77	48.67	70.1	7	5,421	8	1	31,700	2,575	34,275	15,625	49,900
P-17	52.35	36.97	43.8	55	27,237	75	1	82,070	9,325	91,395	116,305	207,700
TOTAL										\$1,555,745		

City of Springfield
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	S I D E W A L K				R A M P				C o m b i n e d				O b s t r u c t i o n				S / W				R a m p				T o t a l															
M A P	P R I O R I T Y				P R I O R I T Y				P r o j e c t				S i d e w a l k				M i s s i n g				S / W				R e m o v a l				P r o j e c t				R e h a b				P r o j e c t			
G R I D	R I T Y				R I T Y				R i o r				L e n g t h				C o u n t				C o u n t				C o s t				C o s t				C o s t							

YEAR 7 (FY 2026-2027)

K-17	0.57	16.69	11.9	92	2,653	6	0	1,070	0	1,070	2,500	3,570		
K-18	28.34	49.95	39.3	65	3,455	2	0	3,160	0	3,160	3,250	6,410		
K-19	0.92	25.95	21.2	86	3,671	9	0	1,530	0	1,530	6,500	8,030		
K-20	6.33	0.00	6.3	95	1,573	0	0	1,030	0	1,030	0	1,030		
K-22	29.87	26.81	28.4	78	8,040	10	0	13,360	0	13,360	12,625	25,985		
L-14	3.49	0.02	0.3	100	552	2	0	440	0	440	5,000	5,440		
L-16	52.19	22.22	48.9	42	10,672	9	0	36,740	0	36,740	4,500	41,240		
L-17	10.60	32.98	24.4	81	18,881	65	3	42,650	0	42,650	68,750	111,400		
L-18	31.59	36.29	33.9	74	43,962	102	1	148,330	75	148,405	140,000	288,405		
L-19	23.46	22.94	23.2	83	33,590	76	3	65,060	1,875	66,935	78,615	145,550		
L-20	19.89	23.87	22.0	85	35,890	60	5	50,890	300	51,190	57,125	108,315		
L-21	31.23	54.64	36.9	71	5,930	3	2	16,540	0	16,540	5,250	21,790		
L-22	27.36	21.05	23.8	82	10,941	19	0	18,740	0	18,740	23,750	42,490		
L-23	39.80	0.02	12.5	91	885	4	0	2,070	225	2,295	5,000	7,295		
L-24	16.05	6.05	9.5	93	3,052	11	0	3,650	0	3,650	7,000	10,650		
M-14	5.28	4.13	5.1	96	9,445	8	0	12,800	0	12,800	2,500	15,300		
M-16	45.93	65.42	52.8	34	8,099	19	2	57,660	300	57,960	31,250	89,210		
M-17	36.82	43.22	38.6	68	40,048	78	15	231,170	2,600	233,770	88,375	322,145		
M-18	40.70	46.60	43.4	57	72,101	213	11	276,220	42,275	318,495	269,025	587,520		
											TOTAL	\$1,841,775		

City of Springfield
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	S I D E W A L K	R A M P	C o m b i n e d	P r o j e c t	S i d e w a l k	R a m p	M i s s i n g	S / W	O b s t r u c t i o n	S / W P r o j e c t	R e h a b P r o j e c t	T o t a l P r o j e c t
M A P	P R I O R I T Y	P R I O R I T Y	P r i o r i t y	R a n k	L e n g t h	C o u n t	R a m p s	C o s t	C o s t	C o s t	C o s t	C o s t

YEAR 8 (FY 2027-2028)

N-20	36.75	35.99	36.3	72	48,073	210	14	121,420	31,775	153,195	318,050	471,245
N-21	30.48	0.01	25.2	79	9,271	9	0	25,100	1,000	26,100	5,500	31,600
N-22	14.66	10.00	12.8	90	7,866	10	0	14,040	0	14,040	9,625	23,665
N-23	17.16	0.00	17.2	88	1,194	0	0	690	750	1,440	0	1,440
O-14	20.20	24.02	22.9	84	53,637	137	0	74,370	4,275	78,645	184,680	263,325
O-15	35.21	48.63	44.1	54	64,741	184	1	154,630	10,775	165,405	320,480	485,885
O-16	28.68	31.91	30.3	77	38,787	113	0	90,840	6,500	97,340	91,555	188,895
O-17	34.25	32.48	33.3	75	55,316	193	7	151,640	8,900	160,540	209,570	370,110
											TOTAL	\$1,836,165

YEAR 9 (FY 2028-2029)

M-21	49.13	8.12	39.2	66	9,876	16	1	25,280	150	25,430	8,150	33,580
M-22	21.28	0.01	20.1	87	10,098	7	0	21,070	500	21,570	1,250	22,820
M-23	0.32	0.02	0.3	99	2,081	6	0	1,050	300	1,350	0	1,350
N-14	1.50	0.00	1.5	98	1,310	3	0	530	0	530	0	530
N-15	8.96	0.02	3.1	97	9,579	16	0	9,720	0	9,720	19,000	28,720
N-16	38.14	43.58	40.7	62	42,932	105	0	175,240	4,825	180,065	153,645	333,710
N-17	24.57	49.00	38.9	67	47,350	160	8	136,310	5,275	141,585	201,570	343,155
N-18	39.82	50.24	44.8	52	80,955	312	11	469,350	27,050	496,400	449,375	945,775
											TOTAL	\$1,709,640

YEAR 10 (FY 2029-2030)

P-18	63.85	57.17	60.7	20	75,774	186	3	396,950	29,225	426,175	380,075	806,250
P-19	51.70	28.94	40.4	64	110,877	365	18	446,090	45,800	491,890	487,025	978,915
											TOTAL	\$1,785,165

City of Springfield
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Grid)

	S I D E W A L K	R A M P	C o m b i n e d	P r o j e c t	S i d e w a l k	R a m p	M i s s i n g	S / W	O b s t r u c t i o n	S / W	R e h a b	R e h a b	R e h a b	T o t a l
M A P	P R I O R I T Y	P R I O R I T Y	P r i o r i t y	R a n k	L e n g t h	C o u n t	R a m p s	C o s t	C o s t	C o s t	C o s t	C o s t	C o s t	C o s t

YEAR 11 (FY 2030-2031)

P-20	65.08	50.16	57.7	23	69,977	195	6	351,780	24,775	376,555	365,665	742,220
P-21	48.14	55.86	51.9	36	27,180	54	5	98,670	1,325	99,995	92,120	192,115
P-22	41.94	69.72	57.6	25	59,878	157	8	212,080	8,050	220,130	284,315	504,445
P-23	39.75	74.97	63.9	17	16,193	40	1	31,990	1,825	33,815	73,500	107,315
Q-15	8.80	0.68	7.6	94	2,787	2	0	1,730	1,125	2,855	520	3,375
Q-16	67.98	64.81	66.5	13	26,107	54	0	94,290	8,400	102,690	91,000	193,690
TOTAL												\$1,743,160

YEAR 12 (FY 2031-2032)

Q-17	54.00	60.70	57.2	27	10,761	27	7	53,880	1,500	55,380	51,250	106,630
Q-18	41.64	62.24	51.5	38	81,076	209	4	341,840	24,475	366,315	333,750	700,065
Q-19	41.84	47.20	44.6	53	55,100	173	3	197,300	11,825	209,125	215,040	424,165
Q-20	34.73	39.03	37.4	70	31,353	81	0	64,370	5,750	70,120	118,020	188,140
Q-21	41.30	60.56	51.3	39	16,224	58	1	76,080	4,500	80,580	87,500	168,080
TOTAL												\$1,587,080

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	S I D E W A L K	R A M P	C o m b i n e d	P r o j e c t	S i d e w a l k	R a m p	M i s s i n g	S / W	O b s t r u c t i o n	S / W P r o j e c t	R a m p R e h a b P r o j e c t	T o t a l P r o j e c t
M A P	P R I O R I T Y	P R I O R I T Y	P r i o r i t y	R a n k	L e n g t h	C o u n t	R a m p s	C o s t	C o s t	C o s t	C o s t	C o s t

YEAR 13 (FY 2032-2033)

T-21	57.35	74.94	67.0	12	43,509	104	18	218,540	0	218,540	263,160	481,700
T-22	75.08	60.84	68.4	9	13,713	35	2	81,830	150	81,980	72,820	154,800
U-18	47.75	38.91	43.7	56	11,018	33	0	55,150	5,000	60,150	52,235	112,385
U-19	78.38	77.40	78.0	3	22,134	64	0	152,110	225	152,335	132,000	284,335
U-20	49.87	87.61	64.8	16	10,130	22	0	74,800	1,000	75,800	49,375	125,175
U-21	75.90	98.17	84.1	1	9,882	23	0	90,160	0	90,160	52,250	142,410
V-21	37.34	85.01	66.1	15	2,082	11	0	14,830	0	14,830	22,500	37,330
V-22	29.03	22.79	25.0	80	19,421	66	0	40,290	0	40,290	75,538	115,828
V-23	59.25	75.47	67.7	11	19,191	63	0	121,240	1,575	122,815	132,798	255,613
											TOTAL	\$1,709,575

YEAR 14 (FY 2033-2034)

Q-22	52.25	59.99	55.5	31	32,387	85	2	200,610	525	201,135	145,125	346,260
Q-23	42.69	86.00	68.0	10	27,124	48	1	71,180	3,300	74,480	105,000	179,480
Q-24	86.66	37.89	78.3	2	2,262	4	0	14,330	3,000	17,330	3,590	20,920
R-15	0.00	100.00	71.2	5	273	1	0	110	900	1,010	2,500	3,510
R-16	31.10	40.41	35.9	73	15,573	33	0	27,640	8,425	36,065	37,250	73,315
R-17	53.59	39.93	47.2	45	35,199	77	0	84,690	11,525	96,215	84,585	180,800
R-18	52.45	59.13	55.9	30	70,076	160	3	236,140	14,450	250,590	263,000	513,590
R-19	48.84	34.13	43.1	59	97,060	202	0	308,940	34,100	343,040	222,770	565,810
											TOTAL	1,883,685

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	S I D E W A L K	R A M P	C o m b i n e d	P r o j e c t	S i d e w a l k	R a m p	M i s s i n g	S / W	R e h a b	O b s t r u c t i o n	S / W	R e h a b	R a m p	T o t a l
M A P	P R I O R I T Y	P R I O R I T Y	P R I O R I T Y	P r i o r i t y	L e n g t h	C o u n t	R a m p s	C o u n t	C o s t	C o s t	C o s t	C o s t	R e h a b i l i t a t i o n	P r o j e c t

YEAR 15 (FY 2034-2035)

R-20	59.43	55.71	57.4	26	44,894	129	2	156,250	15,850	172,100	214,595	386,695
R-21	52.32	58.75	56.0	29	34,790	108	5	140,360	3,000	143,360	182,770	326,130
R-22	68.77	62.84	66.4	14	48,593	127	1	332,040	14,150	346,190	235,255	581,445
R-23	55.66	45.05	51.6	37	26,092	66	0	166,120	1,900	168,020	105,255	273,275
R-24	63.03	90.35	77.5	4	2,838	15	0	30,520	0	30,520	34,375	64,895
S-16	52.38	39.21	45.5	48	9,609	21	0	33,770	150	33,920	37,370	71,290
TOTAL												\$1,703,730

YEAR 16 (FY 2035-2036)

S-17	50.29	57.30	54.9	32	49,757	179	1	186,990	3,375	190,365	351,545	541,910
S-18	64.17	58.82	61.5	19	56,689	144	0	243,140	5,125	248,265	251,940	500,205
S-19	47.12	43.79	45.3	50	65,430	131	4	156,260	10,925	167,185	200,950	368,135
S-20	62.62	53.48	58.0	22	68,147	142	0	224,800	14,800	239,600	251,355	490,955
TOTAL												\$1,901,205

YEAR 17 (FY 2036-2037)

S-21	77.92	55.10	69.0	8	29,025	69	0	177,990	0	177,990	114,675	292,665
S-22	52.22	30.37	42.0	60	21,493	60	0	110,470	75	110,545	98,090	208,635
S-23	53.27	51.35	52.5	35	6,308	13	0	32,800	1,225	34,025	25,375	59,400
T-16	14.77	16.84	16.4	89	2,859	10	0	1,990	0	1,990	7,500	9,490
T-17	63.56	62.28	62.9	18	8,856	24	0	39,210	0	39,210	48,800	88,010
T-18	51.98	50.10	51.0	40	37,922	98	0	130,130	9,000	139,130	145,265	284,395
T-19	46.45	39.25	43.1	58	24,963	56	0	87,560	1,150	88,710	79,445	168,155
T-20	74.69	65.35	71.2	6	38,951	80	2	245,410	4,400	249,810	148,570	398,380
TOTAL												\$1,509,130

https://www.eeoc.gov/eeoc/history/35th/videos/ada_signing_text.html